

## MoDOT – Aviation Overview

### Missouri's Aviation System:



Over 250 airfields in the state, ranging from private grass strips to large commercial service airports.

120 public use airports in the state.

Of those 120 public use airports, 106 are publicly owned, public use airports that are eligible to receive federal and/or state funds.

- 76 of those 106 airports are part of the National Plan of Integrated Airport Systems (**NPIAS**) and are eligible to receive federal Airport Improvement Program (**AIP**) funds.
- The remaining 30 airports are part of our state system and are only eligible for state Aviation Trust Funds (**ATF**).
- On average, the Aviation program now totals over \$100 million per year. Over the past 4 years, funding has greatly increased. In State Fiscal Year (**SFY**) 2026, MoDOT received appropriations of \$96.6 million in federal funds and \$47.8 in state funds. In State Fiscal Year (**SFY**) 2025, MoDOT received appropriations of \$98.2 million in federal funds and \$36.5M in state funds. In SFY 2024, and MoDOT received appropriations for over \$77.3 million in federal funds and \$24 million in state funds. In SFY 2023 MoDOT received appropriations for \$60.3 million in federal funds and \$13 million in state funds were appropriated. Airport needs always far exceed the funds available.
- The aviation section expended \$52.1M in fiscal year 2025. The aviation section expended \$26M in fiscal year 2024. This is less than the \$33.3 in fiscal year 2023 and less than \$47.2 million in fiscal year 2022 in state and federal funds assisting airports in completing capital and planning projects across the state. The decrease was due to construction timing starts of several large projects.

### Block Grant Program:

Missouri is one of ten block grant states in the country.

In most states, all federal AIP and IIJA funds are issued by the Federal Aviation Administration (FAA) directly to an airport. In Missouri, the AIP and IIJA funds are issued from the FAA to MoDOT. We then issue sub grants for AIP recipients.

The FAA still issues AIP and IIJA grants to airports with over 10,000 enplanements, including St. Louis, KCI, Columbia, Springfield-Branson, Joplin, Branson, Cape Girardeau and Waynesville-St. Robert. The FAA also issues grants to Charles B. Wheeler Downtown Kansas City. MoDOT assists the other 67 eligible NPIAS Airports.

### Project Prioritization:

FAA Order 5090.5 outlines the development of the national Airports Capital Improvement Plan (CIP). This Order includes a formula to prioritize projects.

Projects are prioritized from the runway centerline out. Projects such as pavement maintenance and runway lighting score higher than access roads or hangar taxi lanes.

Safety needs are of the highest priority, so obstruction removal scores high.

Expansion projects (longer runways, new facilities) are low scoring and very difficult to fund.

Airport Projects: We complete projects such as airfield pavement reconstruction and maintenance, lighting projects, obstruction removal, and some expansion.

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### Federal Funding:

There are several different funding sources for airports in Missouri. There are three AIP funding sources available, all of which typically have a 10% local match: State Apportionment, Discretionary/Supplemental, and Non-Primary Entitlement. There are also three IIJA funding sources with different local match requirements: IIJA Airport Improvement Grants (AIG) Allocated 10% local match, IIJA Airport Terminal Program (ATP) 5% local match and IIJA (Federal Control Tower (FCT) - no local match.

### State Apportionment

Funds are distributed by formula established in federal law. The formula is based upon the proportions of both the land area of each state to the total land area of all states, and the population of each state to the population of all states. MoDOT received \$4,033,919 in state apportionment funds in FFY 2024 and received \$4,111,853 in state apportionment funds in FFY 2023.

## **MoDOT – Aviation Overview**

MoDOT received \$66,000 in state apportionment funds in FFY 2022. Federal Fiscal Year 2025 will not be available until after federal fiscal year end.

These funds are used for the highest scoring projects.

### **Discretionary/Supplemental**

Once apportionment funds are applied to highest scoring projects, the next highest scoring projects can compete for discretionary funds.

MoDOT applies for these funds on an airport's behalf. We compete for these funds on a national level, so the amount received each year varies.

- In FFY 2019, \$8.9 million was received in discretionary funds.
- In FFY 2020, \$31.7 million was received in discretionary funds.
- In FFY 2021, \$26.8 million was received in discretionary funds.
- In FFY 2022 \$21.2 million was received in discretionary funds.
- In FFY 2023 \$27.7 million was received in discretionary funds
- In FFY 2024 \$ 20 million was received in discretionary funds

### **Non-Primary Entitlement**

Every NPIAS airport that can demonstrate needed airfield improvements is eligible to receive non-primary entitlement funds (NPE).

Needed airfield improvements are reflected in each NPIAS airport's 5-year CIP. The CIP must be submitted to MoDOT annually. So long as the CIP identifies sufficient airfield needs, the airport will receive \$150,000 in NPE per year.

- NPE funds have a 4-year life and must be placed under subgrant within that time or are considered expired. NPIAS airports can "bank" these funds so they can complete larger projects.
- MoDOT typically receives these funds late in the FFY, which places airports at a disadvantage, because one year of their 4-year life has already nearly elapsed.
- This and IIJA Allocated are the only available source of funds for revenue-generating projects such as hangars and fuel facilities.

### **IIJA AIG (Airport Improvement Grant) Allocated**

Every NPIAS airport that can demonstrate needed airfield improvements is eligible to receive IIJA AIG Allocated.

Much like Non-Primary Entitlement airfield improvements are reflected in each NPIAS airport's 5-year CIP. The CIP must be submitted to MoDOT annually.

So long as the CIP identifies sufficient airfield needs, the airport allocations for fiscal year 2025 were \$10.8M, \$11M in fiscal year 2024, \$10.8M in fiscal year 2023 and \$11.1M in fiscal year 2022.

- BIL AIG Allocated funds have a four-year life and must be placed under subgrant within that time or are considered expired and recovered from the FAA. NPIAS airports can "bank" these funds so they can complete larger projects.
- This and NPE are the only available sources of funds for revenue-generating projects such as hangars and fuel facilities.

### **BIL ATP (Airport Terminal Program)**

These funds are used for airport terminal construction or rehabilitation. The Airport Sponsors apply for funds and compete at a national level. When the project selection is made, MoDOT Administers the projects. Fiscal year 2022 was the first year for this program and airports that MoDOT aids were awarded \$5.26 million, and \$6.76 million was awarded in 2023. In 2024 \$3.2 million was awarded and \$4.8 million was awarded in 2025.

### **BIL FCT (Federal Control Tower) AIG Competitive**

These funds are used for reconstruction or rehabilitation of sponsor owned air traffic control towers and are highly competitive. Fiscal year 2022 was the first year for this program and airports that MoDOT aids were awarded \$1.8 million. There were no funds awarded in 2023, and \$1.3 million awarded in FY 2024.

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## **State Funding:**

The Aviation Trust Fund (ATF) is a dedicated revenue stream that receives all aviation fuel tax proceeds up to \$10 million/year. Jet fuel sales taxes and excise taxes on aviation gas are deposited into the ATF.

The fund has been significantly impacted by the COVID-19 pandemic. Deposits averaged \$5.4 million/year between Calendar Year 2016 and Calendar Year 2019. In Calendar Year 2020, MoDOT received \$3.7 million in ATF deposits and started recovering in 2021 with \$4.1M in ATF deposits. The fund continues to recover. Since 2023 deposits have averaged \$6M.

These funds are used to support MoDOT's Aviation Section and are also used for projects at both NPIAS and non-NPIAS airports.

- We use the same project prioritization formula for projects using the ATF, but we are also mindful of the fact that for the 30 non-NPIAS airports in the

## **MoDOT – Aviation Overview**

state, the ATF is the only revenue stream available to them.

- There is a 10% local match required when using ATF funds.
- Section 305.230 RSMo outlines eligible projects using ATF funds.
- MoDOT cannot use the ATF for revenue-generating projects but can use these funds for the air service program. This allows for the issuance of grants to Missouri's nine commercial service airports for promotion of new and expanded routes, marketing, etc. Air service grants can be issued when over \$4.5 million is deposited into the ATF in the prior calendar year.

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### **State Funding:**

General Revenue and Budget Stabilization funds are directed towards airports that need funding or additional funding to support projects needed by the local municipalities and requested by the State Legislature. In State Fiscal year 2025 a total of \$37.8 million to 8 airports across the state.

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### **Local Involvement:**

MoDOT Aviation works closely with airport sponsors (cities and counties) to identify project needs and to prioritize projects. There is frequent contact with sponsors through meetings and telephone calls to ensure projects are going smoothly and that any issues are addressed.

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